

VOL. I.

Professional Cards.

A. L. PRIDEMORE,
ATTORNEY-AT-LAW,
Jonesville, Virginia.

JACKSON & BLANKENSHIP,
ATTORNEYS-AT-LAW,
Jonesville, Virginia.

R. A. AYERS, - - J. S. L. KELLY,
LAW OFFICES IN AYERS BUILDING,
Big Stone Gap, Va.

BULLITT & McDOWELL,
ATTORNEYS-AT-LAW,
Ayers' Building,
Big Stone Gap, Va.

H. A. W. SKEEN,
ATTORNEY-AT-LAW,
Office in Short Building,
Big Stone Gap, Virginia.

R. T. IRVINE,
ATTORNEY-AT-LAW,
Office in Summerfield Building, Wood Avenue,
Big Stone Gap, Virginia.

L. TURNER MAURY,
ATTORNEY-AT-LAW,
Office in Ayers' Building, Wood Avenue,
Big Stone Gap, Virginia.

WALTER E. ADDISON,
ATTORNEY-AT-LAW,
Office in Hicks' Building,
Big Stone Gap, Virginia.

BURNS & FULTON,
ATTORNEYS-AT-LAW,
Counsellors—Russell, W. and Dickenson Counties, and
Court of Appeals at Williamsburg, Va.

DUNCAN, MATHEWS & MAYNOR,
ATTORNEYS-AT-LAW,
Office in Hicks' Building, Wood Avenue,
Big Stone Gap, Virginia.

W. J. HORSLEY,
ATTORNEY-AT-LAW,
Big Stone Gap, Virginia,
Whitesburg, Ky.

ALDERSON & MILLER,
ATTORNEYS-AT-LAW,
Prompt attention to all business entrusted to us. Ad-
dress either W. C. H. Va., or Norton, Va.

C. D. KUNKEL,
PHYSICIAN AND SURGEON,
Big Stone Gap, Virginia,
Offers his professional services to the people of the city
and vicinity.

N. H. REEVE, M. D.
TREATS DISEASES OF WOMEN
EXCLUSIVELY.
Office: Main St. Bristol, Tenn.

S. W. THACKER,
CIVIL ENGINEER AND
SURVEYOR,
Big Stone Gap, Virginia.
City and Land Work a Specialty.

MALCOLM SMITH,
CIVIL ENGINEER AND
SURVEYOR.
Office Next to Post Office.
Address Box 255, BIG STONE GAP, VA.

S. D. HURD,
ARCHITECT,
Big Stone Gap, Va.

E. M. HARDIN,
Real Estate & Investment
BROKER.
Office: Corner Main and
Big Stone Gap, Va.

THE HAMILTON,
BRISTOL, VA., AND TENN.
(Near Depot).
P. HAMILTON & SON, Props.
RATES, \$2.00 PER DAY.

A \$30.00 GUITAR FOR THE MOST POPULAR LADY

In the Counties of Lee, Scott
and Wise, Va., and
Letcher, Ky.

EITHER MARRIED OR SINGLE.

Young Man, Show Your Appreciation of
Your Sweetheart by Voting for
Her Early and Often.

Husband, Show Your Wife That She is Still
Your Sweetheart, and That You Think
None the Less of Her Because
She Was Induced to
Marry You

Vote for Her and See That She Gets This
Fine Instrument.

On exhibition, in the show-window of
S. L. Whitehead & Co's drug store, can
be seen the handsome \$30.00 Guitar that
is now offered, and will be given to the
most popular lady in Lee, Scott, Wise or
Letcher county, Ky., by the Big Stone
Gap Post.

The plan is this: In the twelve issues of
the Post, from No. 9 to No. 20, inclu-
sive, will appear a ticket in the following
form:

BALLOT.

I VOTE FOR

As the Most Popular Lady
in the Counties of Lee,
Scott and Wise, Va., and
Letcher, Kentucky.

Name

P. O.

Cut this ticket out, fill in with the name
of the lady you wish to vote for, sign your
name and send it to the Big Stone Gap
Post. These tickets will be filed away,
and preserved till Tuesday, April 25th,
1893, when they will be carefully counted
by the following committee: H. B. Bul-
litt, Cashier Bank of Big Stone Gap; W. A.
McDowell, President Appalachian
Bank; J. K. Taggart, Gen'l Supt Virginia
Coal & Iron Co.; who will, on that date
award the instrument to the lady re-
ceiving the largest number of votes. A
list will be published each week, giving a
correct showing of the vote as it stands.
Copies of the Post containing these
tickets will be sold at five cents per copy.
Parties wishing to buy tickets in quantity
can secure them of the Post at the follow-
ing rates:

In lots of 25	at 4	¢ each.
" 50	" 3	" "
" 100	" 2	" "
" 250	" 1	" "

In purchasing tickets in lots of 25 or
more it will only be necessary to fill out
one of them, paste it on an envelope, en-
close the balance in the envelope, seal
and send to the Post.

A MODERN ASTROLOGER.

How Rev. Irl Hicks Forecasts The
Weather.

Put all the facts we have given together,
Calculate and deduce and foretell the weather.
We deem it best at this juncture briefly
to review part of the ground gone over
and give the readers of the *Word and
Works* sufficient data to start them in the
effort to calculate for themselves the
periods when storms and other meteor-
ological perturbations are to be expected.
Those who are interested in the foundation
facts will remember that the first and
shortest cycle of disturbances which we
have used embraces a period of about
twelve days. For want of definite or other
scientifically accepted reasons, it was as-
sured that this period of disturbance must
be attributed to the perturbing influence
of a planet which has been called "Vul-
can," having its orbit between that of
Mercury and the sun, and having a period
of twenty-three to twenty-four days, for
one revolution around the sun. What-
ever the cause, however, there is no room
for disputing the fact that we reach the
center of a recurring atmospheric condi-
tion in eleven and one-half days which
results in storms or in the general re-
versal of the mercurial reading, and the
character and directions of wind currents
and cloud formations. This best cycle, if
it will be remembered in the basis for cal-
culating what we call the "regular storm
periods," and furnishes the dates of all
the most violent storms and other pheno-
mena, no matter what other aggra-
vating cause or causes may be bearing
on the same periods.

Without delay or complication we will
give a central storm date conveniently
near in the future—Feb. 28th—from which
all who wish to try it may calculate the
future storm periods. On February 28th
falls the center of a regular "Vulcan"
period. Now what shall we do? Remem-
bering that the cycle we are considering
is about twenty-three days—or one revolu-
tion of the distributing cause around
the sun—and that this period is divided
in the center by the return of an equino-
xial disturbance we will jot down March
11th as the central day of the next regu-
lar storm period. One-half of 23 days is

11½ days, but for convenience, we count
11 days from beginning to middle, and 12
days from middle to end of each complete
cycle. This order carried out with exact-
ness and care will give the storm periods
accurately for the indefinite future. In
addition to this regular 11½ day period,
there is marked and unmistakable tendency
to storm conditions for about two days,
central in these 11½ day periods. These
we call "reactionary days," giving them
place in all our forecasts. When certain
moon phases—notably, new moon and first
quarter—fall on or about reactionary days,
and when other planetary causes are per-
turbing the elements, violent storms and
atmospheric reversals often fall on these
dates. We have no room here to discuss
the cause of these reactionary distur-
bances, but remark in passing that we hold
the prime cause to be the effort of nature
to swing back into a normal state, just as
the atmosphere will rush in and forward
behind a railroad train, with sufficient
force to move light objects and to scatter
clouds of dust. But taking the 28th day
of February as the central day of a storm
period, of the date from which we shall
calculate the next, and succeeding storm
periods what is to be expected on or about
this date? In other words, what is the
meaning of a storm period and how shall
we define it? This vital question should
be clearly answered and fully understood.
It means that for about 48 hours before
the central day of the storm period, as a
rule, it will begin to grow warmer in the
western extremes of all continental storm
belts, wind currents will begin to shift
into those quarters from which they are
known to blow just before the coming of
storms. Barometers will begin to fluctu-
ate—often rising very fast to an abnor-
mally high reading, but falling quickly and
steadily down to the points of "change,"
"rain" and "stormy." By the afternoon
and evening of the central day, as a rule,
storms will be organizing and moving from
the western sections, and during two or
three days succeeding the central storm
date, the disturbances will pass eastward,
passing the central parts usually from 24
to 48 hours after the central day, and
reaching extreme eastern parts toward
the afternoon and evening of the third day
after the date of the equinox.

This is the general order. Partial and
temporary deviations from it, in the na-
ture of things, must occur at times, but
exceptions to the rule are found by cor-
rect observations to be exceedingly rare.
Often the apparent contradiction to the
rule proves, to those who interpret it in-
telligently, the greatest confirmation of it.
A full chapter on these apparent "failures"
of our storm periods would prove interest-
ing and interesting to our readers, and
we promise that it shall appear as soon as
our time and space will permit. It is a
thankless and difficult task to try to con-
vince and instruct those who do not in-
tend to be convinced, while those who are
seeking light in spirit of candid, scientific
truth-hunters, need only a hint, a kind-
ly clue, and with satisfaction and pride
they trace out the true order and relation
of things. This class, and, thank God, it
is the largest class, when once they turn
their attention to the facts we are discus-
sion, soon learn to pity and smile at would-
be-critics, who suppose their incredulity
is an argument against facts.

The rule is, that after the disturbances
of both the regular and reactionary peri-
ods pass any given locality in their east-
ward progress, a cool or cold wave sets in
behind the storms, so that opposite kinds
of weather will prevail at the same time
in different extremes of our country, but
all of them in exact accordance with the
demands of our theory. From what we
have said above, taking the 28th of Feb-
ruary as the starting day, our readers will
see that reactionary disturbances will
center about the 5th or 6th of March, and
that the regular storm period following
will be central on or about the 11th. On
account of our own equinox, as explained
in our former chapters, about the 11th of
March is always a crisis, but, added to this
fact, Mars brings his full power into the
field co-incidental with our vernal equinox
in the coming March. We mention these
facts in order that our readers who may
try their hand at forecasting what will be
in the month to come may have all the
facts before them. Let all who have them
turn to and review our explanations of
the equinoxes of Earth and Mars, and
keep in mind the fact that they both fall
this year on the same day—March 22nd.
And now, by adding twelve days to March
11th we complete the 23rd day cycle and
find ourselves at the central day of next
regular storm period on March 23rd, or
within one day of the equinoxes of both
Mars and Earth. We state these facts
now, not only that our readers may learn
how to combine storm producing causes,
but that timely attention may be given to
periods that ought to incite to prudent
watchfulness.

Crushed Coke vs. Anthracite.
A Philadelphia special says: "One phase
of the Philadelphia hard coal famine, now
approaching its severest period, will proba-
bly have a lasting effect upon one of the
greatest fuel interests of the Pittsburgh
region. Connellsville coke is in great de-
mand for domestic consumption in heaters
and ranges in Philadelphia, since the fact
that an anthracite coal famine has set in
has been appreciated. Such enormous
quantities of hard coal are sidetracked in
snow banks along the Reading and Penn-
sylvania systems in Eastern Pennsylvania
that prices were to-day raised half a dol-
lar a ton all around, making the rate
\$6.50. It may go up to \$8. If the cold
snap continues there will be a demand
beyond all precedent for Connellsville
coke and soft coal in Philadelphia."

Seen 50 cents to S. R. Jesse, Big Stone
Gap, Va., and you will receive by return
mail a fine photographic view of the won-
derful 50-foot ice pyramid, formed at this
place during the extreme cold spell.

WASHINGTON LETTER.

(Post's Regular Correspondent.)
WASHINGTON, Feb. 6, 1893.

Editor Post:

"Greater America," said a member of
the Senate Committee on Foreign Rela-
tions, will grow into a popular shibboleth
in the near future, and the party that
goes in for the most wholesale annexa-
tion is going to be the party that will
control this country. Little Hawaii is but
the entering wedge, and unless I am a
false prophet, the time is almost ripe for
the annexation of Canada, Cuba, Mexico,
and even Hayti and San Domingo. It is
one of the strongest traits of human na-
ture to wish to add to what one already
has, and the only wonder is that the
United States has not long before this
gone extensively into annexation."

The Hawaiian annexation idea is just
now in the diplomatic stage, and the at-
tempt is being made to surround it with
the mystery and secrecy so dear to the
hearts of the hangers on of the Depart-
ment of State. The commissioners from
the new government of Hawaii have had
several conferences with the Secretary of
State, who has given up the idea of re-
signing and going to Europe as U. S.
Counsel before the Behring Sea Arbitra-
tion tribunal, in order to give his atten-
tion to this Hawaiian matter, but the
conference have been secret and about
all the public knows about them is that
the idea of a protectorate has had to be
abandoned, because the commission is
only authorized to negotiate for annexa-
tion. A protectorate might have been
established by a treaty, which would only
have had to be agreed to by the Senate to
go into effect, and could have been put
through in a week or ten days, if neces-
sary; but annexation is quite different
and will make legislation by both House
and Senate necessary before it can go in-
to effect, and before that could be secured
it is believed that much authentic infor-
mation, now at hand, and not likely to be
before this administration retires, would
be asked for. President Harrison may
recommend annexation legislation, but
the chances are that he will merely put
himself on record as favoring it and leave
the rest to his successor. He is now con-
sidering the matter.

According to those close to Mr. Cleve-
land the question of an extra session of
Congress will be determined by the suc-
cess or failure of the negotiation now in
progress to agree upon some sort of a
compromise bill relating to silver that
can pass both House and Senate. Among
the prominent gentlemen, outside of Con-
gress, who are taking part in these nego-
tiations are Col. Dan. Lamont and Hon.
Don M. Dickinson. The repeal of the
purchasing clause of the present Silver
law is the one thing demanded by Mr.
Cleveland's representatives, and they say
that an extra session is a certainty if it
is not secured. Strange as it may appear
to some people, Senator Hill is making him-
self conspicuous as a champion of Mr.
Cleveland in this matter, although he
voted last year for the Stewart Free Coin-
age bill, which was passed by the Senate.

Congress has given no indication of be-
ing interested in carrying out the recom-
mendations of President Harrison's mes-
sage concerning the Canadian Pacific
railway, although portions of the message
have been referred to the several Senate
committees having jurisdiction over the
matters treated of, and there are so many
other things in which the members are
more directly and personally concerned
that remain to be acted upon in the short
time remaining of the session that action
is not regarded as probable.

The nomination of Judge Howell E.
Jackson, of Tennessee, for the Supreme
Court vacancy is not liked by some of the
Senators, but his manifest fitness for the
position will doubtless secure his con-
firmation, although the much talked about
"Senatorial courtesy" has already been
violated by sending his nomination to a
committee, in which rumor says it is to
be "hung up," instead of confirming it
when first sent in. The opposition to
Judge Jackson is not confined to either
party; some Republicans oppose him be-
cause he is a Democrat, having been ap-
pointed to his present position by Presi-
dent Cleveland, and some Democrats
oppose him because they had put them-
selves on record as believing that the
vacancy should have been left for Mr.
Cleveland to fill. This nomination was a
precedent smasher, as no other President
ever nominated a political opponent to
the Supreme Court bench. Judge Jack-
son was in the Senate with President
Harrison, and that probably had some-
thing to do with his getting this honor.
It is also probable that Mr. Harrison took
this method of getting even with the ten
or twelve Senators of his own party who
let him know that they would not make a
fight for the confirmation of a Republican.

The suggestion of the chairman of the
committee engaged in investigating the
payments of the Panama Canal Co. in this
country that the evidence be not publish-
ed has not been well received, and if the
investigation is conducted in secret the
members of the committee will probably
be skinned by the press of the country.

100 MILES AN HOUR.

A Train Designed to Cut the Air Like a
Knife.

Railway speed equaling or exceeding 100
miles an hour may soon be attained. Mr.
F. U. Adams, of Chicago, has secured
patents for a novel system of railway car
construction, which is expected not only
to enable the operation of trains at higher
speed, but to secure more perfect ventila-
tion and freedom from the annoyance of
smoke dust so common in the present sys-
tem.

As a substitute for the prevailing type
of passenger cars the inventor proposes
to construct a train calculated to reduce
to a minimum the retarding influences of

the atmosphere upon trains moving at
high velocities. The change suggested is
believed by competent experts to be feasi-
ble and comparatively easy of adoption.
The locomotive will have a tapered wedge-
shaped front, designed to cleave the air,
and all flat surfaces are avoided. The
rear end of the tender is constructed with
a platform, and in every way conforms to
the contour of the cars which make up the
train. The tender is connected with the
first car by a vestibule, which extends en-
tirely around the space between them and
which, when thrown into position, so con-
nects the two that the lines are unbroken
from the roof to the false bottom, which
clears the rails by a few inches.

HOW THE CARS ARE CONSTRUCTED.

This false bottom extends beneath each
car for its entire length, and is supported
from the floor of the car by suitable
braces. The lower edge of the wheels
project through the false bottom, which
in other respects is entirely unbroken
from end to end of a train of connected
cars. The false bottom is connected with
the sides of the car by curtains, prefera-
bly of sheet metal, mounted on spring rol-
lers, which take up every side oscillation
of the car, and with the inventor claims
will have the effect of material lessening
the swaying of the train. These curtains
are in sections of four feet, and one or
all of them can be let down so as to allow
access to the trucks and other machinery
located beneath the floors. The vestibules
are so constructed as to readily allow the
turning of any curves and to adjust them-
selves to the various positions assumed
by two connected cars on any kind of
roadbed at high speed.

VENTILATING THE TRAIN.

It is proposed to admit all the air for
the ventilation of the train at the front
end of the tender, from which point it is
conveyed back through connected ventila-
ting ducts located under the roofs of the
cars. From these central overhead ducts
branches lead down and fresh air, in any
quantity required, is admitted through
registers located at convenient points.
The trains are vestibled from end to end;
all windows are hermetically sealed, and
no air is admitted except at the point de-
signated. The inventor claims that the
front end of the tender is a point particu-
larly free from the atmospheric contami-
nation of any kind, being above the dust
line and below the smoke line.

When the train is under motion the air
will rush in at that point with a pressure
sufficient to force it through the train.
When the train is at rest, fans located in
the rear of the tender can be set in motion
by the engineer or other train employe,
and an artificial circulation of air secured.
It is also proposed to throw a shell around
the highly heated portion of the engine
boiler and fire-box, and convey the heat,
which now escapes and is wasted, into the
central ventilating duct of the train, and
utilize it for heating purposes. If it shall
be found that there is not enough of such
heat to secure the required temperature
in the cars, coils of steam pipe, leading
from the boiler, will be located in the
ventilating ducts, and the air brought to
the required temperature before it is ad-
mitted into the body of the car.

TO BUILD AN EXPERIMENTAL TRAIN.

Work will be begun on an experimental
train at once. Under the supervision of
the inventor eight or ten cars will be re-
modeled so as to conform to the plans as
set forth in the patents. With such a
train experiments will be made, and from
the tests obtained it will be possible to
forecast with accuracy the speeds which
may be attained by the trains designed to
avoid air pressure, and the saving which
may be made in fuel.

Jefferson Davis' Remains to be Removed
to Richmond.

At a recent meeting of the board of di-
rectors of the Jefferson Davis Monument
association held recently in Richmond,
Va., presided over by Major J. Taylor El-
lyson, the president, and W. D. Chester-
man, of the Dispatch, secretary. The fol-
lowing resolutions were adopted:
"Resolved, That it is the sense of the
board that the remains of President Davis
be removed from New Orleans to Rich-
mond and reinterred in Hollywood on
May 30, Hollywood memorial day, and
that the president of this association be
authorized to appoint a committee of five,
of which he shall act as chairman, to con-
sult with Mrs. Davis and the New Orleans
authorities, and to arrange all other de-
tails necessary to make said removal."

The president appointed as the commit-
tee George L. Christian, Col. John
B. Carey, Maj. N. V. Randolph and J. C.
Richardson.

A resolution was adopted requesting
Lee camp, confederate veterans, to take
charge of the military and civic dis-
play in Richmond on the day of the inter-
ment, also to make arrangements for the
entertainment of visiting organizations,
and for this purpose to associate with
itself such organizations as it may deem
necessary. The route by which the body
is to be brought to Richmond is not yet
decided.

In accordance with the resolutions hith-
erto adopted, the official relations of the
association with S. A. Cunningham, of
Nashville, as general agent, were termi-
nated.

All Free.

Those who have used Dr. King's New Dis-
covery know its value, and those who have
not, have now the opportunity to try it free.
Call on the advertised Druggist and get a
trial Bottle Free. Send your name and ad-
dress to H. E. Ducklin & Co., Chicago, and
get a sample box of Dr. King's New Life Pills
free, as well as a copy of guide to Health
and Household Instructor, Free. All of which
is guaranteed to do you good and cost you
nothing. S. L. Whitehead & Co., Druggists.

JUST THE SAME

As a Greased Streak of
Lightning

For Issuance of \$50,000 City Bonds Car-
ried by a Vote of 111 For to
5 Against.

Everybody feels good and the prospects
for a general all-round revival in busi-
ness and improvements on all sides are
sufficient to bring about such a feeling.

At the city election, held last Thursday
to allow the voters to express themselves
on the issuance of \$50,000 city bonds, to
be used in public improvements hereto-
fore mentioned in the Post, "For issue of
bonds," carried by a vote of 111 to 5
against.

"Whoop-la-Melliea man!" \$5,000
lots will again soon be as common
in Big Stone Gap as bird dogs
were before the passage of the late dog
ordinance enacted by our worthy city
council.

It is understood that there are respon-
sible contractors who are willing to come
here and put up the \$18,000 school house
and the city jail, and will accept the
bonds in payment for the work.

While this speaks well for the town,
still it would likely be best to place the
bonds, say at 85 cents on the dollar, and
then figure the contractor down to a rock-
bottom cash price.

Now, mechanics, yank out your old
rusty planes and saws, and get them in
trim, for there's going to be work for you,
and plenty of it. Buckle up your jaws
about two more notches and let that same
old smile play over your countenances, as
of yore.

TORTURED AT THE STAKE.

Thousands Flocked to See a Negro Burned
to Death.

PARIS, Tex., Feb. 1.—Henry Smith, the
negro who assaulted and murdered Myrtle
Vance, the three-year-old daughter of
Henry Vance of this city, on last Thurs-
day night, was burned to death at the
stake in this city to-day in the presence
of 15,000 persons.

When the telegram reached here yester-
day from County Attorney Sturgeon
telling of the arrest of Smith at Ozon,
Ark., and asking for protection, a com-
mittee of twenty-five citizens left on a
special for Texarkana to meet Mr. Stur-
geon and escort the negro here. These
citizens took charge of Smith at 8:30
o'clock this morning. A special car was
placed at their disposal.

All along the route there were great
crowds. At Texarkana a mob of 2,000
persons had gathered around the railway
station when the train arrived. The
guards surrounded Smith, and with cock-
ed revolvers forced a passage through the
crowd to the train in waiting to convey
them to Paris. The mob swarmed about
the coach, on the platforms, and upon the
roof of the coach. They demanded that
the Sheriff compel Smith to appear at one
of the windows.

In order to satisfy the curiosity of the
crowd and with the belief that his appear-
ance might appease them, Deputy Sheriff
Shanklin ordered the negro to show him-
self at the window. The negro obeyed,
and his head had hardly protruded through
the open window before a bystander made
a savage lunge at him with a big knife.
The negro quickly withdrew his head and
sank back into a corner of the seat. The
deputy sheriffs and guards then drew their
revolvers and swore they would kill the
first person who made a violent demon-
stration.

The mob withdrew a short distance
from the train and asked for another view
of the negro. Deputy Sheriff Shanklin
again ordered the negro to show himself.
This he did, remaining in full view of the
crowd for about three minutes. District
Attorney Birmingham then mounted the
platform of the coach and made an im-
passioned appeal to the mob, asking them
to respect the law and leave the authori-
ties at Paris to deal with the man.

He was followed by Deputy Sheriff
Shanklin, who also asked the mob to allow
them to take their prisoner to the scene
of the crime. The leaders of the mob,
after a short consultation, agreed to let
the train proceed. They gave three cheers
for the deputies who had captured Smith,
and a few minutes later the train started
for Paris.

Smith seemed indifferent to his fate at
first, and could not be brought to under-
stand that fearful vengeance would come
upon him. When he was told that his
death was inevitable, and would come by
the most cruel manner human ingenuity
could devise, he weakened and begged the
officers to save him.

He first asked to be spared, and then
sought any other death than burning. He
was told that this was impossible, for the
people last night at a mass meeting had
determined on his fate. He said he want-
ed to be shot. When asked if he was
willing to have Mr. Vance shoot him, he
said he was not, and asked that Marshal
Shanklin do that work.

He was told Mr. Shanklin could not and
would not kill him. His next choice of
his executioner was Mayor Cate. He
finally asked that Col. C. M. Ragland be
allowed to shoot him, but the citizens in-
sisted that he must die at the stake.

When the train pulled up at the Texas
Pacific station 15,000 persons were there
to receive him. Hundreds of people had
poured into the city from the adjoining
country. The word had been passed from
lip to lip that death by fire was to be the
penalty.

Curious and sympathizing alike came
on trains and wagons, on horses and on
foot, to see the sight. Whiskey shops
were closed, unruly mobs were dispersed,
and schools were dismissed by a procla-
mation from the Mayor.

When the train stopped Hon. H. B.

Birmingham of the escort made a brief
address. He said:

"YELLOW CITIZENS: There is not an of-
ficer on this train who has any control
over the prisoner, Henry Smith. Twenty-
five of your citizens went in reply to tele-
grams from your County Attorney to tele-
graph him and see that the prisoner was pro-
tected and delivered here without injury. We
have done that thing, we have got the pris-
oner or misled you; we are not officers, but
merely citizens; we have no authority to
hold this prisoner against you or any
one, and shall make no effort to do so. As
citizens we merely wish to surrender the
prisoner. We believe you will do what
is right. Whatever may be done, let it
be done as the people of Lamar county
have done everything, in a law-abiding,
peaceable and patriotic way. We cannot,
if we would, resist the thousands assem-
bled here. The prisoner has admitted his
guilt in the presence of a dozen good and
true men. This is all we can say."

Smith was placed upon a carnival float
in the mockery of a king upon his throne,
and, followed by the immense crowd, was
escorted through the city so that all might
see the monster. He was firmly lashed to
the seat.